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No. 12,557. 第七十三号

四月二十三日 星期二

HONGKONG, MONDAY, MAY 23, 1893.

Price \$25 PER MONTH.

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FOR SANDAKAN, THE Company's Steamship.

"MEMNON."

Captain Mortigan will be despatched TO-MORROW, the 23rd May, at 1 P.M. For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents, Hongkong, 30th April, 1893.

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNERS.

FROM SWANSEA, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship "

"HYSON"

having arrived from the above ports, Consignees of certain articles informed that their Goods are being landed at their risk, into the Godowns of the Hoanglong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted if the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 20th May, or they will not be received.

All broken, clapped, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, the 6th June, at 3 P.M.

No Fire Insurance has been effected, and any goods remaining in the Godown after the 6th June will subject to rent.

Bills of Lading will be countermarked by HOLLIDAY, WISE & CO., Agents, Hongkong, 24th April, 1893.

NOTICE FOR THE ERECTION OF A BUILDING ON NORTH BARRACK GROUND.

PLAN and Specification may be seen by applying to the Superintending Civil Engineer Works Loan, H. M. NAVAL YARD, Scaled Tenders to be sent under cover to the Commanders in Charge, H. M. NAVAL YARD, at or before NOON on the 6th May, 1893.

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H. M. Naval Yard, Hongkong, 30th April, 1893.

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Note: Men—Fremonts should interest themselves in this, as it is a most worthy subject and deserves your attention. To be obtained at 9, Morrison Hill Road, Hongkong, Hongkong, 24th April, 1893.

NOTIFICATION NO. 26 OF THE GOVERNMENT OF TAIWAN.

NOTICE TO MARINERS.

GARAH (SOUTH CAPE) LIGHTHOUSE—SOUTHERN MOST POINT OF TAIWAN (FORMOSA).

NOTICE. It is hereby given that 1st order last red and white light of Garah (South Cape), which has been discontinued pending the re-building of Lighthouse, will be re-established on and after the night of the 10th day of the 5th month of the 31st year of Meiji (10th May, 1893) from Sunset to Sunrise.

The Position of the Lighthouse is approximately in latitude 21° 26' S. and longitude 121° 28' E. The Lighthouse is built of Iron, circular in shape, painted white, and 50 feet high, from the base to the centre of the lantern. The light will be a fixed red and white light of 220 degrees from south 85 degrees east round to north to south 85 degrees west and east ray of 60 degrees from south 85 degrees east to south 85 degrees west.

The light between south 85 degrees west and south 85 degrees east being "chained" by the North land eastward of the Lighthouse will act between the distance under 15 nautical miles, when bearing south 65 degrees west and proceed westward the extent gradually that becomes to see clear of the land when bearing south 80 degrees west and 80 degrees east, and the westward or north-western side of the south west point, will be observed by land. The bearings are magnetic and as observed from the seaward. The total elevation of the light above the sea will be 150 fathoms its range of visibility in clear weather will be 20 miles.

During this first formation of a ray, it will be visible at intervals of three minutes, when vessels are in sight for signal approaching to the Lighthouse, and that will be repeated as before every 8 minutes when vessels still continue the same signal.

BARON KODAMAGATAKO, Governor of Taiwan.

Taipei, 15th April, 1893.

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THE COLLISION BETWEEN THE  
"WOVO" AND "HOKARO"

We learn that the Tokyo Marine Court has decided that Captain Kondo was responsible for the collision of the vessels with the P. & O. steamer. The Court held that the collision was due to the P. & O. steamer having violated Article 25 of the Regulations for Preventing Collisions at Sea. The owners will remember that Captain and officers of the "Hokaro" have already been exonerated by the District Court at Yokohama. It is stated that the Sufiak Court (Yokohama) has given a verdict in favor of the "Hokaro". Five more days will bring an action against the P. & O. Company to recover compensation for the damage suffered by the "Wovo". —*Kobe Chronicle*.

BRITAIN AND THE EAST.  
COALING AND FIGHTING.

SOME OBJECT LESSONS.—The following letter is by the *Daily Telegraph* special correspondent:

Hongkong, 21st February.  
When we arrived at Singapore a week ago, we found the whole commercial community of the busy emporium intensely excited about the news that had been divulged two or three days earlier, that the British Admiralty had sent out orders to banish the Welsh steamer coal at every one of our ports, from Colombo eastward. As all the ports of the East are British, this meant the instant transformation of nearly the whole reserve of the most vital of naval supplies to the service of our squadrons. What it signified politically nobody knew for certain. How it worked, we had

no idea. The true explanation, however, is undoubtedly this, discovered by the great American historian, Macaulay: "The *Wovo* was not to blame for the collision of that vessel with the P. & O. steamer."

The British Court held that the collision was due to the P. & O. steamer having violated Article 25 of the Regulations for Preventing Collisions at Sea. The owners will remember that Captain and officers of the "Hokaro" have already been exonerated by the District Court at Yokohama. It is stated that the Sufiak Court (Yokohama) has given a verdict in favor of the "Hokaro". Five more days will bring an action against the P. & O. Company to recover compensation for the damage suffered by the "Wovo". —*Kobe Chronicle*.

The British steamer *Changho* reports: Left Kobe for this port on the 23rd of April at 3:30 a.m., via Macao, experienced light and variable winds with through the Island Sea. Arrived at Macao on the 24th of April at 5:42 a.m. and after coaling and taking in a quantity of cargo for Australian ports, left for this port at 3:30 p.m. of the same day. Experienced light to moderate northward winds until Turn Island was reached. Wind then so north and east, fresh with downpour of rain and thick weather, until the Looecks were sighted, the weather clearing up.

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